

Patent Claims

1. A method for carrying out a braking process, wherein a deceleration variable ( $z_{soll}$ ) which describes the desired vehicle deceleration ( $z_{soll}$ ) is being reduced when the driving state of the vehicle during the braking process meets a first state condition, and the deceleration variable ( $z_{soll}$ ) being increased again when the driving state of the vehicle meets a second state condition, characterized in that the first state condition and/or the second state condition depend on the front axle compression travel ( $s_{VA}$ ) and/or the rear axle compression travel ( $s_{HA}$ ).
2. The method as claimed in claim 1, characterized in that the first state condition and/or the second state condition depend on the longitudinal velocity ( $v$ ) of the vehicle at the time ( $t_1$ ) of the start of the braking process.
3. The method as claimed in claim 1 or 2, characterized in that the first state condition and/or the second state condition depend on the requested deceleration variable ( $z_{Ped}$ ).
4. The method as claimed in one of claims 1 to 3, characterized in that the fact that the first state condition and/or the second state condition has been met is determined by reference to a predefined characteristic diagram.
5. The method as claimed in one of claims 1 to 4, characterized in that the reduction in the deceleration variable when the first state condition is met is carried out in such a way that the deceleration variable ( $z_{soll}$ ) has a continuous profile or a profile which can be differentiated over time.
6. A device for carrying out a braking process, wherein deceleration determining means (8) being provided for determining a deceleration variable ( $z_{soll}$ ) which describes the desired vehicle deceleration ( $z_{soll}$ ), said deceleration determining means (8) reducing the deceleration variable ( $z_{soll}$ ) when the driving state of the vehicle during the braking process meets a first state condition and increasing the deceleration variable ( $z_{soll}$ ) again when the driving state of the

vehicle meets a second state condition, characterized in that a compression travel sensor array (19) is provided for sensing the front axle compression travel ( $s_{VA}$ ) and/or rear axle compression travel ( $s_{HA}$ ) and transmits a front axle compression travel signal and/or a rear axle compression travel signal for checking the first state condition and/or the second state condition to the deceleration determining means (8).